

BOOKBINDING by European methods with the best materials, and under European supervision at the "DAILY PRESS" OFFICE. Always pronounced equal to home work and prices very moderate.

PRINTING OF ALL KINDS at the most moderate prices at the "DAILY PRESS" OFFICE. All profits, and all work undertaken by Europeans. Always equal and generally superior to that done anywhere else. Estimates given.

ADVERTISEMENTS and all work undertaken by Europeans. Always equal and generally superior to that done anywhere else. Estimates given.

No. 11,710

四百七十一萬第一

四百七十一萬第一

ESTABLISHED 1867.

HONGKONG, FRIDAY, AUGUST 28 ED. 1895.

三十二月八英港

PRICE \$2 FEB MONTH

NOTICE
COMMUNICATIONS respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the "DAILY PRESS" only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

One or two copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press.

P.O. Box 30 Telephone No. 12.

NEW ADVERTISEMENTS.

GENERAL NOTICE.

THE CHAI ON MARINE INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED—\$1,000,000.

The above Company is prepared to Accept MARINE RISKS on Current Rates on Goods & Policies granted to all parts of the World payable at any of its Agents.

CHAN HE-WAN, Secretary.

HEAD OFFICE:

No. 42, BONHAM STRAND WEST, HONGKONG, 23rd August 1895.

TO LET.

ROOM above CITY CLUB.

OFFICES in "MARINE HOUSE," QUEEN'S ROAD, with GODOWN, suitable for Merchant.

SMALL TWO-STORIED BUILDING at Guts of "WEST VILLA," POKLONW ROAD, GODOWNS in DODGE STREET.

Apply to BELMILLOS & CO.

Hongkong, 23rd August 1895.

PUBLIC AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION, TUE-MORROW (SATURDAY), the 24th August, 1895, Commencing at 2.30 P.M., at his SALES ROOM, No. 19, QUEEN'S ROAD, A VALUABLE COLLECTION OF USED AND UNUSED POSTAGE STAMPS.

Christopher, Et. VINCENT, ORANGE FREE STATE, Et. Co., &c.

Catalogues issued prior to Sale.

On View from Friday, 23rd inst.

TERMS OF SALE.—As Customer.

PAUL BREWITT, Auctioneer.

Hongkong, 23rd August 1895.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA PORTS OF CALL THE Company's Steamship.

"OOPACK,"

H. Sommer, Comptroller, will be despatched as above TODAY, the 23rd inst., at 5 P.M. For Freight, apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 22nd August 1895.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE NEW ZEALAND, TASMANIA, &c.

THE Steamship "GUTHRIE,"

Captain Helm, will be despatched for the above Ports on THURSDAY, the 29th inst., at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.

A Steward and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd August 1895.

"SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG, AND ANTWERP.

THE Steamship "CARMARTHENSHIRE," Captain Shattock, will be despatched for the above ports on or about the 22nd September.

For Freight or Passage, apply to DODWELL, CARRILL & CO., Agents.

Hongkong, 23rd August 1895.

CARLISLE LINUM AVENARIUS USED FOR 10 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China SCHRELE & CO.

Hongkong, 25th January 1895.

MR. CHADWICK T. KEW CHIEF OF POLICE & NOBLE

HAS OPENED his Dental Clinic at No. 62, QUEEN'S ROAD CENTRAL opposite A. TACK.

Teeth filled permanently, from \$1.00 upwards.

CROWN & BRIDGEWORK inserted and TEETH EXTRACTED.

PLATED, TONGUED, and GROOVED TEETH.

TEETH SHINING.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th July 1895.

SIAM TEAK TIMBER.

THE BORNEO COMPANY, LIMITED, BANGKOK.

ORDERS can be booked and Rates supplied upon Application to the Undersigned for TEAK SQUARES, PLANES, SCANTLING, and BOARDS.

PLATED, TONGUED, and GROOVED TEETH.

TEAK SHINGLES.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 17th July 1895.

BOMBAY BURMA TRADING CORPORATION, LIMITED, BANGKOK AND BANGAO.

TEAK, SQUAUES, PLANES, BOARDS and SCANTLING, PLATED, TONGUED, and GROOVED BOARD, for FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.

PIANOS RAILWAY SEATS, for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong, 3rd May 1895.

NOTICE

INTIMATIONS.

THE AOU-KUNG-MOW COTTON SPINNING AND WEAVING COMPANY, LIMITED.

SHARE LIST WILL CLOSE AT NOON TO MORROW (SATURDAY), 24th of AUGUST, 1895.

PROSPECTUSES and Form for Applications for Shares can be obtained at the Hongkong and Shanghai Banking Corporation.

ILBERT & CO., General Managers.

Shanghai, 21st August, 1895.

1725

AGENT WANTED.

JOHNSTON, KELLY & MACDONALD, 68, MAJORE STREET, MANCHESTER (England). MANUFACTURERS and MERCHANTS of Plain and Fancy Cotton Textile Goods, Cotton Spanish Stripes, Checks, Plaids, White Drills, &c. &c. WANT AGENT on COMMISSION for Hongkong.

Wholesalers have good connection among Wholesale Drapers, State Full Particulars, Terms, and References.

1751

NOTICE.

M. R. REGINALD ISBELL is prepared to give lessons in PIANO, ORGAN, SINGING, &c. Applications for Lessons can be made by applying to Mr. REGINALD ISBELL, 50, Meers' Row, Hongkong, 22nd July, 1895.

KELLY & WALSH, LIMITED.

Just Published: AN EXCURSION TO THE LOFOU MOUNTAINS, by F. S. A. Bourne, H.H.M. Vice-Consul, Canton.

A HISTORY OF HONGKONG, by Dr. E. G. Malin Sketches, by F. A. Swinhorn.

BESSIE COSTELLO, by Author of Robert Elmette, Letters from the Land of the Rising Sun, Palmer.

Press Tales of Alexander Pushkin, Kossai, Beatrix, by Rider Bagger—Cheaper Edition.

The Story of Christina Rossetti—Prince the Despotic Lady, by W. E. Morris.

Academy Pictures for 1895—Bound Volumes.

Picture from Pushki—Presentation Volume.

Norman's Peoples and Politics of the Far East. Handsomely Bound Edition of the Posta.

Handsome Bound Edition of the Posta.

Hyacinth, Ancient and Modern, with Music.

Neatly Bound.

The Prisoner of Zenda, by Anthony Hope.

Modern Dogs—Terriers: Published by Field & Orme.

Modern Dogs—Non-Sporting: Published by Field & Orme.

Modern Dogs—Indian Chub, Various Weights.

Religious Systems of China, Vol. I & 2.

Dog Chains and Leather Leads.

KELLY & WALSH, LTD.

JUST RECEIVED.

A Large Assortment of New French Books.

Foreign Books and Handsomely Bound Mass Books.

Footballs, Boxing Gloves.

Football Indicators.

Lancaster's Half and Full Plate Cameras, &c.

Leather's Emerging Lantern and Slides.

Men's Gown and Black Leather Shoes and Boots, very Soft and Cheap.

Twin's Shoes.

Kropp's Keros Paste and Strops.

Office Scissors, Nail Scissors.

Nail Trimmers.

Cave's Fountain Pens.

The Popular Novel "Trilby."

&c., &c., &c.

W. BREWER, Queen's Road, HONGKONG, 1895.

AUCTION.

THE Undersigned will Sell by PUBLIC AUCTION, TUE-MORROW (SATURDAY), the 24th August, 1895, Commencing at 2.30 P.M., at his SALES ROOM, No. 19, QUEEN'S ROAD, A VALUABLE COLLECTION OF USED AND UNUSED POSTAGE STAMPS.

Christopher, Et. VINCENT, ORANGE FREE STATE, Et. Co., &c.

Catalogues issued prior to Sale.

On View from Friday, 23rd inst.

TERMS OF SALE.—As Customer.

PAUL BREWITT, Auctioneer.

Hongkong, 23rd August 1895.

NOTICE

INTIMATIONS.

THE B. J. REMEDIOS, FOREIGN AND COLONIAL STAMPE DEALERS, 7A, CAUSEWAY ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

Liberal Discount Allowed.

1724

NOTICE

INTIMATIONS.

THE NAPIER JOHNSTON'S, SQUARE BOTTLE WHISKY.

The sale of this good Scotch increases month by month, it is of superb quality and of CUTTER, PALMER & CO.'S SELECTION.

Sale Agents for it—

LANE, CRAWFORD & CO., Hongkong.

NOTICE

INTIMATIONS.

THE AUSTRALIAN WINES.

Ex. S.S. "GUTHRIE."

1725

NOTICE

INTIMATIONS.

THE BELL'S ASBESTOS EASTERN AGENCY, LTD.

25, QUEEN'S ROAD, CENTRAL.

BELL'S ASBESTOS CLOTH FOR FILTERS.

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

For Covering BOILERS, STEAM, HOT WATER, and FLUE PIPES, and all Surfaces from which it is necessary to prevent radiation of heat.

This Composition is UNQUALLED in Economies of Fuel, frequently effecting a Saving of 30 to 40 per cent.

UNQUALLED for Durability, being composed of Indestructible Materials, its non-conducting properties do not deteriorate.

UNEQUALLED in Point of Covering Capacity.

UNEQUALLED in Ease of Application.

A. S. WATSON & CO., LIMITED.

VEGETABLE AND FLOWER SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS

with

HINTS FOR GARDENING
have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot Plants and for the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour, and beauty.

Sold in Tins containing 10 lb. each, \$17.50.
25 lbs. ... \$35.00.
Directions for use are given on the Label.

KANSOM'S "NEW PARIS."

LAWN MOWERS,
The Best and Cheapest Machines in the Market
For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LIMITED,
The Hongkong Dispensary.
Established A.D. 1841.
Hongkong, 12th August, 1895.

NOTICE TO CORRESPONDENTS
Only communications relating to the news columns should be addressed to "The Editor."
Communications are welcome to forward their names and addresses, and may be published in the Editor's discretion. Letters intended for publication should be addressed to "The Editor," not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communication that have appeared in other papers will be inserted.

Letters intended for publication should be sent but once a day, on the 1st, 10th, 20th, and 30th of each month.

After that hour the supply is limited. Only Supplied for Use.

Telegraphic Address: Press.
P. O. Box 20.
Telephone No. 12.

The Daily Press.

HONGKONG, AUGUST 28TH, 1895.

WHEN the conclusion of the new Franco-Chinese Convention was announced it was said that it gave the French the right to open mines in Kwangtung, Kwangsi, and Yunnan. The full text of the Convention has not yet been published, although it seems it has been in Shanghai for some time past. The N. C. Daily News, however, has obtained a summary of it, and according to our contemporary article referring to mining does not go nearly so far as has been stated. As originally drafted by M. GERRARD it obliged China to address herself to French engineers when she wanted mines opened (*établissons d'abord*), but this was altered before signature to "only address herself" (*pourra s'adresser d'abord*). The case seems to be similar to the railway clause in the French treaty of 1885. The French wanted to have the clause so drafted that China, when she decided to construct railways, should be compelled to give the work to French firms. The Chinese, however, were not prepared to give themselves away to that extent, and the clause was finally adopted as follows—"When China, on her part, shall have decided to construct railways it is agreed that she shall have recourse to French industry, and the Government of the Republic shall afford every facility for procuring in France, the staff that may be required. It is, moreover, understood that this clause shall not be looked upon as constituting an exclusive privilege in favour of France." In other words, the clause is not to be considered as having any definite meaning at all. It would seem that France has in the same way tried to secure a monopoly of mining work in the southern provinces, but has had to content with a more meaningful mention of the subject in the Convention. Other countries naturally would not consent to a monopoly being granted to any single power. Not only does every principal treaty contain the favoured nation clause, but also regards Yunnan and the other southern provinces England has specially protected herself against any preferential treatment being accorded to other nations—and France is the only nation to be taken into account in the matter—by the repetition of that clause in the Burmah Convention. It might have been considered that the favoured nation clause of the Tientsin treaty afforded sufficient protection, but let it be said that that clause did not apply to the overland frontier trade and the new conditions arising from the British and Chinese boundaries having been brought together it is by the seventeenth article of the Burmah Convention of the 1st March, 1894, agreed that "subjects of the two powers shall, save within the territories of the other, enjoy all the privileges, immunities, and advantages that may have been, or may hereafter be, accorded to the subjects of any other nation." If China decides to employ foreigners in the development of this Yunnan

mine Englishmen are as eligible for the work as Frenchmen, and if the industry should be freely thrown open to foreign enterprise the field would be open to both. It is only that owing to China's having ceded territory to France which she had no right to cede, the Burmah Convention may have to be denounced by Great Britain, but in that case we may rest assured that China would be required to sign another treaty in which she would have to accord still larger rights than those accorded by its agreement she has violated.

The Chinese torpedo gunboat *Tsing-tao*, built at Newcastle, arrived here yesterday morning.

The C. P. steamer *Empress of India* arrived at 8 a.m. on Tuesday, and left at 1 p.m. for Hongkong via Shantung.

The N. G. I. steamer *Leviathan* left Singapore yesterday morning and may be expected here on or about the 23rd inst.

The C. P. steamer *Empress of China* arrived at Kowloon at 10 p.m. on Tuesday and left at 1 p.m. on Wednesday for Vancouver, via Yokohama.

We (N. G. I. *Leviathan*) are from Peking that the U.S. Minister, Col Denby, withdrew from any participation in the Manchu Committee more than three weeks ago.

The *Norfolk*, *Empress of the Orient*, which was driven ashore in the recent typhoon is coming to Hongkong for repairs being unable to obtain the services of the dock at Nagasaki.

It is reported, says the *China Gazette*, that a wealthy Chinese hero began his active negotiations with the Viceroy Chao-chih tang respecting the building of the proposed railroad between Shanghai, Hangchow, and Soochow, the cost of which is set down at four million dollars.

Yesterday Mr. George Lippman, and his son, Captain (Lieutenant) Fred, met his employer, Sir Edward Swatow, at his residence. The boat was floated again and was unmoored. The *Formosa* (Hongkong-Swatow) on Wednesday, and the accident occurred through the steering gear referring to it.

A serious accident occurred in the Hongkong Hotel on Tuesday morning. As Mr. Airey was descending the staircase he slipped on the floor and rolled to the bottom, where he lay unconscious. Medical assistance had to be summoned. Mr. Airey was conveyed to the Civil Hospital, where, after an operation, he is reported to have suffered a severe fracture of the skull. His recovery is doubtful.

The Chief Justice said he wished to have the benefit of looking at an opinion of the medical man who was removing the opium. If nobody else could do it, he would do it himself.

The Ordinance was certainly a difficult one, but he maintained that there could be no question about the liability of the assailants.

The Attorney-General said that if the opinion of the medical man was to be accepted,

he would say nowise to raise such objections.

A local carrying trade can only be carried on profit to shipowners by small and inexpensive steamers which it would hardly pay foreign steamship companies to develop.

It will be in the interest of foreign steamship companies to develop a market for the Chinese coast.

The Ordinance was certainly a difficult one, but he maintained that there could be no question about the liability of the assailants.

The Chief Justice said he wished to have the benefit of looking at an opinion of the medical man who was removing the opium. If nobody else could do it, he would do it himself.

The Ordinance was certainly a difficult one, but he maintained that there could be no question about the liability of the assailants.

This was an appeal from the decision of the Magistrate.

Mrs. J. J. Francis, Q.C. (instructed by Mr. Holmes) appeared for the appellant, and Hon. W. M. Goodman, Attorney-General (instructed by Mr. Miles) for the Crown.

Mr. Francis said this was an application for a re-hearing under the Magistrate's Ordinance; and under section 110 the Lordships further held the power to reverse or affirm the Magistrate's decision to amend the decision.

The parties were concerned in the case, but that was only one appeal which was available for prosecution.

The contention was that the conviction was not justified by the evidence. The only evidence against the prisoner was that of the girl herself and it was of such a character that it did not amount to evidence upon which the appellant ought to have been convicted.

The Attorney-General replied, and their Lordships granted a re-hearing before the Full Court Monday week.

The Chief Justice said he wished to have the benefit of looking at an opinion of the medical man who was removing the opium. If nobody else could do it, he would do it himself.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

The answer was that they were employed.

The question was whether they were employed.

more, and allows her, say almost compels her, to say the first word in all China's diplomacy. "We cannot as guarantors of your loan allow you to run into bankruptcy." It is with these words that the Russian Ambassador at Peking will be able to exercise a voice on all Chinese foreign policy.

The more immediate ulterior aim of Russia, of course, is to keep up her influence in Manchuria, and to gain as much of the Liao-Tung Peninsula as she can without any risk of her being Peking by a rush that Russia seems to the side of China, and organised her new triple alliance. Russia is determined that Japan shall not play too great a part in the North Pacific, and she means to keep up China as a neighbour against Japan. We may feel sure, then, that Russia will try in the course of time to bring about a five-year truce in China, so as fully to restrain the growth of Japan as the dominant Power in the Far East. But though Russia has clearly gained a great deal by forcing her assistance upon the Chinese, she has suffered the inevitable counterbalancing evils. The first item on the other side of the account is the putting of Japan into the position of a power which Russia cannot afford to disregard. Russia may, no doubt, think that even if she had not interfered Japan would have obtained this, the first instalment of the war indemnity. China's assured credit, it may be argued, was good for such a sum, and could have been raised by her without difficulty on the security of the Maritime Customs. Possibly, however, the Japanese would have got the lion's share, and the heavy cost remains that Russia is virtually handing over £16,000,000 to Japan, which will at once be spent on creating a fleet capable of beating Russia in the North Pacific.

Russia, in three or four years' time, will then have to meet the £16,000,000 which she has just provided, turned into bonds and corporate stocks. If Russia succeeds in getting Japan to do this, she will have been better off than to have prevented Japan getting the indemnity rather than to have facilitated its payment? If she means to back China, as she must do since she has guaranteed the loan, why did she not back her at once and order Japan out of Port Arthur without compunction? Russia might have done so, but the worse conditions Japan will fight when the inevitable struggle comes. We suppose that the Russian Government, which must have considered the matter, argued that it was better to wait till their railway was finished, or nearly finished, and held that time, though it would help Japan, would assist Russia still more. Again, if she is to possess herself of Korea and Manchuria, she must be content on the basis that the present arrangement and that Russia could not resist the temptation to get a momentary triumph on the cheap. But though we understand the temptation for half-measures we do not believe that Russia has really acted wisely. Let us once again see how things stand. Russia, by postponing the struggle with Japan, has given the opportunity to the Chinese in China which may reasonably hope China into a powerful ally. On the other hand, she has made Japan an implacable enemy, has helped to furnish her with the means of war, and has postponed hostilities to a time which will almost certainly be more, rather than less, favourable to the Island Power. In any case, it is impossible not to feel that she is out of the beginning of great events in the Far East. How the next look at the matter strengthens between Japan and Russia, with predominance in China for the time, seems imminent.—*Speculator*.

SHIPPING REPORT

The Danish steamer *Aek*, from Swatow 21st Aug., had fine weather.

The Chinese steamer *Mefoo*, from Shanghai 16th Aug., had fine clear weather and light breeze to port.

The British steamer *Pacton*, from Swatow 21st Aug., had light S.W. winds and fine weather throughout.

The British steamer *Keng Wei*, from Bangkok via Kuching 12th Aug., had fine weather throughout.

The Chinese torpedo gunboat *Feidong*, from Newcastle-on-Tyne 23rd June, had fine weather throughout.

COMMERCIAL INTELLIGENCE

TUESDAY, 22nd August.
CLOSING QUOTATIONS.
EXCHANGE

ON JAPAN—
Telegraphic Transfer 2/1
Bank Bills, on demand 2/1
Bank Bills, 4 months sight 2/1
Bank Bills, at 4 months sight 2/1
Dormant Bills, 4 months sight 2/1
ON PARIS—
Bank Bills on demand 2/1
Credits, at 4 months sight 2/1
Bank Bills, on demand 2/1
Bank Bills, 4 months sight 2/1
ON CALCUTTA—
Telegraphic Transfer 2/1
Bank Bills on demand 2/1
Bank Bills on demand 2/1
Bank Bills, 4 months sight 2/1
ON GERMANY—
On demand 2/1
ON NEW YORK—
Bank Bills on demand 5/2
Credits, 60 days sight 5/2
ON HONGKONG—
Telegraphic Transfer 18/4
Bank, on demand 18/4
ON MANILA—
On demand 42 1/2 pm.
ON SWATOW—
On demand 1/2 dim.
Gold Leas 100 lbs. per cwt 47.50

JOINT STOCK SHARES.
GROWTH.—
Hongkong & Sh. Co. 125 1/2 per cent. sellers
Chas. & Co., art. perf. 125 1/2 per cent.
Do. 125 1/2 per cent.
National Mining 125 1/2 per cent.
B. Sharpe, 125 1/2 per cent.
F. & J. Abbott, E. A. 125 1/2 per cent.
K. & G. Co. 125 1/2 per cent.
Campbell & Moore & Co. 125 1/2 per cent.
China Loan 125 1/2 per cent.
Dakin, Cruck & Co. 125 1/2 per cent.
Dairy Farm Co. 125 1/2 per cent.
Fenwick & Co. 125 1/2 per cent.
Green Industrial 125 1/2 per cent.
H. & C. Co. 125 1/2 per cent.
H. & A. B. Bakery 125 1/2 per cent.
Hongkong Electric. 125 1/2 per cent.
H. & C. Tramways. 125 1/2 per cent.
Hongkong Hotel 125 1/2 per cent.
H. & C. Wharf & Co. 125 1/2 per cent.
Hongkong Hope. 125 1/2 per cent.
H. & W. Dock 125 1/2 per cent.
Imperial 125 1/2 per cent.
China 125 1/2 per cent.
China Traders. 125 1/2 per cent.
Hongkong Fire 125 1/2 per cent.
North China 125 1/2 per cent.
Sharks 125 1/2 per cent.
Yankee 125 1/2 per cent.
Land & Building. 125 1/2 per cent.
H. Land Investm. 125 1/2 per cent.
Humphreys Estate. 125 1/2 per cent.
Kowloon Land & B. 125 1/2 per cent.
Lion Rock Building 125 1/2 per cent.
Tung Chung 125 1/2 per cent.
Mining. 125 1/2 per cent.
Chase & Sons. 125 1/2 per cent.
Jellicoe 125 1/2 per cent.
New Salmon. 125 1/2 per cent.
Nestle. 125 1/2 per cent.
Do. (Preference) 125 1/2 per cent.
Socie. 125 1/2 per cent.
Steamship Coys. 125 1/2 per cent.
Chin & Macmill. 125 1/2 per cent.
Hongkong & Co. 125 1/2 per cent.
Hongkong & Co. 125 1/2 per cent.
H. & C. Canton. 125 1/2 per cent.
Imperial China S. Co. 125 1/2 per cent.
Wobbs' Ware & Co. 125 1/2 per cent.
Watson & Co. 125 1/2 per cent.
CHATER, & VERNON, Shaw, Brokers

ON JAPAN—
Old Malib 670 No. 100 lbs. to 4 catties
Old Malib's 2nd 670 4 catties to 12 catties
Old Malib's 3rd 670 4 catties to 24 catties
Pata. (New) 670
Patua (Old) 670
Beitures (New) 685
Beitures (Old) 675

HONGKONG TIDE-TABLE.

TIME	LOW WATER		HIGH WATER	
	Height	Mean Time	Height	Mean Time
12 M.	1 ft. 6 in.	11.45	1 ft. 6 in.	11.45
1 M.	1 ft. 6 in.	12.00	1 ft. 6 in.	12.00
2 M.	1 ft. 6 in.	12.15	1 ft. 6 in.	12.15
3 M.	1 ft. 6 in.	12.30	1 ft. 6 in.	12.30
4 M.	1 ft. 6 in.	12.45	1 ft. 6 in.	12.45
5 M.	1 ft. 6 in.	12.60	1 ft. 6 in.	12.60
6 M.	1 ft. 6 in.	12.75	1 ft. 6 in.	12.75
7 M.	1 ft. 6 in.	12.90	1 ft. 6 in.	12.90
8 M.	1 ft. 6 in.	12.95	1 ft. 6 in.	12.95
9 M.	1 ft. 6 in.	13.00	1 ft. 6 in.	13.00
10 M.	1 ft. 6 in.	13.05	1 ft. 6 in.	13.05
11 M.	1 ft. 6 in.	13.10	1 ft. 6 in.	13.10
12 M.	1 ft. 6 in.	13.15	1 ft. 6 in.	13.15
1 M.	1 ft. 6 in.	13.30	1 ft. 6 in.	13.30
2 M.	1 ft. 6 in.	13.45	1 ft. 6 in.	13.45
3 M.	1 ft. 6 in.	13.60	1 ft. 6 in.	13.60
4 M.	1 ft. 6 in.	13.75	1 ft. 6 in.	13.75
5 M.	1 ft. 6 in.	13.90	1 ft. 6 in.	13.90
6 M.	1 ft. 6 in.	13.95	1 ft. 6 in.	13.95
7 M.	1 ft. 6 in.	14.00	1 ft. 6 in.	14.00
8 M.	1 ft. 6 in.	14.05	1 ft. 6 in.	14.05
9 M.	1 ft. 6 in.	14.10	1 ft. 6 in.	14.10
10 M.	1 ft. 6 in.	14.15	1 ft. 6 in.	14.15
11 M.	1 ft. 6 in.	14.20	1 ft. 6 in.	14.20
12 M.	1 ft. 6 in.	14.25	1 ft. 6 in.	14.25
1 M.	1 ft. 6 in.	14.40	1 ft. 6 in.	14.40
2 M.	1 ft. 6 in.	14.55	1 ft. 6 in.	14.55
3 M.	1 ft. 6 in.	14.70	1 ft. 6 in.	14.70
4 M.	1 ft. 6 in.	14.85	1 ft. 6 in.	14.85
5 M.	1 ft. 6 in.	15.00	1 ft. 6 in.	15.00
6 M.	1 ft. 6 in.	15.15	1 ft. 6 in.	15.15
7 M.	1 ft. 6 in.	15.30	1 ft. 6 in.	15.30
8 M.	1 ft. 6 in.	15.45	1 ft. 6 in.	15.45
9 M.	1 ft. 6 in.	15.60	1 ft. 6 in.	15.60
10 M.	1 ft. 6 in.	15.75	1 ft. 6 in.	15.75
11 M.	1 ft. 6 in.	15.90	1 ft. 6 in.	15.90
12 M.	1 ft. 6 in.	15.95	1 ft. 6 in.	15.95
1 M.	1 ft. 6 in.	16.10	1 ft. 6 in.	16.10
2 M.	1 ft. 6 in.	16.25	1 ft. 6 in.	16.25
3 M.	1 ft. 6 in.	16.40	1 ft. 6 in.	16.40
4 M.	1 ft. 6 in.	16.55	1 ft. 6 in.	16.55
5 M.	1 ft. 6 in.	16.70	1 ft. 6 in.	16.70
6 M.	1 ft. 6 in.	16.85	1 ft. 6 in.	16.85
7 M.	1 ft. 6 in.	17.00	1 ft. 6 in.	17.00
8 M.	1 ft. 6 in.	17.15	1 ft. 6 in.	17.15
9 M.	1 ft. 6 in.	17.30	1 ft. 6 in.	17.30
10 M.	1 ft. 6 in.	17.45	1 ft. 6 in.	17.45
11 M.	1 ft. 6 in.	17.60	1 ft. 6 in.	17.60
12 M.	1 ft. 6 in.	17.75	1 ft. 6 in.	17.75
1 M.	1 ft. 6 in.	17.90	1 ft. 6 in.	17.90
2 M.	1 ft. 6 in.	18.05	1 ft. 6 in.	18.05
3 M.	1 ft. 6 in.	18.20	1 ft. 6 in.	18.20
4 M.	1 ft. 6 in.	18.35	1 ft. 6 in.	18.35
5 M.	1 ft. 6 in.	18.50	1 ft. 6 in.	18.50
6 M.	1 ft. 6 in.	18.65	1 ft. 6 in.	18.65
7 M.	1 ft. 6 in.	18.80	1 ft. 6 in.	18.80
8 M.	1 ft. 6 in.	18.95	1 ft. 6 in.	18.95
9 M.	1 ft. 6 in.	19.10	1 ft. 6 in.	19.10
10 M.	1 ft. 6 in.	19.25	1 ft. 6 in.	19.25
11 M.	1 ft. 6 in.	19.40	1 ft. 6 in.	19.40
12 M.	1 ft. 6 in.	19.55	1 ft. 6 in.	19.55
1 M.	1 ft. 6 in.	19.70	1 ft. 6 in.	19.70
2 M.	1 ft. 6 in.	19.85	1 ft. 6 in.	19.85
3 M.	1 ft. 6 in.	19.90	1 ft. 6 in.	19.90
4 M.	1 ft. 6 in.	19.95	1 ft. 6 in.	19.95
5 M.	1 ft. 6 in.	20.00	1 ft. 6 in.	20.00
6 M.	1 ft. 6 in.	20.05	1 ft. 6 in.	20.05
7 M.	1 ft. 6 in.	20.10	1 ft. 6 in.	20.10
8 M.	1 ft. 6 in.	20.15	1 ft. 6 in.	20.15
9 M.	1 ft. 6 in.	20.20	1 ft. 6 in.	20.20
10 M.	1 ft. 6 in.	20.25	1 ft. 6 in.	20.25
11 M.	1 ft. 6 in.	20.30	1 ft. 6 in.	20.30
12 M.	1 ft. 6 in.	20.35	1 ft. 6 in.	20.35
1 M.	1 ft. 6 in.	20.40	1 ft. 6 in.	20.40
2 M.	1 ft. 6 in.	20.45	1 ft. 6 in.	20.45
3 M.	1 ft. 6 in.	20.50	1 ft. 6 in.	20.50
4 M.	1 ft. 6 in.	20.55	1 ft. 6 in.	20.55
5 M.	1 ft. 6 in.	20.60	1 ft. 6 in.	20.60
6 M.	1 ft. 6 in.	20.65	1 ft. 6 in.	20.65
7 M.	1 ft. 6 in.	20.70	1 ft. 6 in.	20.70
8 M.	1 ft. 6 in.	20.75	1 ft. 6 in.	20.75
9 M.	1 ft. 6 in.	20.80	1 ft. 6 in.	20.80
10 M.	1 ft. 6 in.	20.85	1 ft. 6 in.	20.85
11 M.	1 ft. 6 in.	20.90</td		

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY
LIMITED.

FOR SWATOW, AMOY, CHIPOO
AND TIE TSU.
THE Steamship.

"NANCHANG"
Captain Finlayson will be despatched to
TO-MORROW, the 24th inst., at DAYLIGHT.
For Freight, apply to

FOR NAGASAKI AND KOBE

THE Steamship.

"MASCOTTE"

Captain James Ross, will be despatched as above

TO-MORROW, the 24th inst., at DAYLIGHT.

For Freight, apply to

BRADLEY & CO.

Hongkong, 23rd August, 1895. 11749

FOR SWATOW, AMOY, CHIPOO
AND TIE TSU.Captain Finlayson will be despatched to
TO-DAY, the 23d inst., at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 21st August, 1895. 11728

FOR SHANGHAI

THE Steamship.

"LYEEMOON"

Captain G. Heuerwill, will be despatched for the
above port TO-DAY, the 23d inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 20th August, 1895. 11712

FOR OCEAN STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship.

"PYRHUS"

Captain Batt, will be despatched as above TO-

DAY, the 23d inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 19th August, 1895. 11740

FOR OCEAN STEAMSHIP COMPANY

FOR NEW YORK VIA SUEZ CANAL

THE Company's Steamship.

"AFREDI"

Captain Golding, will be despatched as above on or about M. INAY, the 25th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 18th August, 1895. 11741

FOR SINGAPORE, HAVRE, AND

HAMBURG.

(Calling at NAPLES for Landing Passengers if sufficient Indemnity offered.)

(Taking cargo at through ports to ANTWERP,

AMSTERDAM, ROTTERDAM, LISBON,

ORTO, LONDON, LIVERPOOL,

AND BREMEN)

THE Steamship.

"OCEANA"

Captain J. Bohren, will be despatched for the
above ports on MONDAY, the 26th inst., at 4 P.M.This Steamer has superior accommodation for
First and Second Class Passengers and
carries Doctor and a Steward.

For Freight or Passage, apply to

SIMONSEN & CO.
Agents.

Hongkong, 19th August, 1895. 11733

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY, AND MELBOURNE.

THE Steamship.

"WHAMPOA"

Captain Hards, will be despatched on TUES-

DAY, the 27th inst., at NOON.

For Freight, Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 20th August, 1895. 11635

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,MEXICO, CENTRAL AND SOUTH
AMERICA AND EUROPE, VIA THE
OVERLAND RAILWAYS, AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Nagasaki) TUESDAY, Aug. 27.

Kobe, Island Sea, and 1895, at NOON.

BENGAL (via Nagasaki) SATURDAY, Sept. 28.

Kobe, Island Sea, and 1895, at NOON.

CORFO (via Nagasaki) THURSDAY, Oct. 17.

Kobe, Island Sea, and 1895, at NOON.

THE Steamer "GAELIC" will be des-

patched for SAN FRANCISCO, via

NAGASAKI, KOBE, INLAND SEA, and

YOKOHAMA, on TUESDAY, the 27th

August, 1895, at NOON, direction being made

at Yokohama, with Steamship from Shanghai.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN and call at HONO-

LULU and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic
lines, and to the principal cities of the
United States or Canada. Rates may be obtained
upon application.Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-

embarking at San Francisco, China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares from China and Japan
to Europe.All PARCEL PACKAGES should be marked to
arrive in full; and same will be repaired at the
Company's Office until 5 P.M. the day previous
to sailing.

Consular Invoices to accompany Cargo de-

signed to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs, San
Francisco.For further information as to Freight or
Passage apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd August, 1895.

COMPAGNIE DES PASSAGERS
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, CO-LOMBOK, ADEN, SUEZ, PORT SAID, MEDITERRANEAN
AND BLACK SEA PORTS.ALEXANDRIA, MARSEILLE, LONDON, HAVRE, AND
BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 4th September,
1895, at NOON, the Company's Steamship
"OXUS," Commandant Dupouy, with Mail,
Passenger, Specie, and Cargo will leave this
Port for the above places.

Cargo and Specie will be registered for Lon-

don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
ports of Europe.

Shipping Orders will be received until NOON;

Cargo and Parcels until 3 P.M. on the 3rd
September, (Parcels are not to be sent on board);
they must be left at the Agency's Office) Con-

tents and Value of Packages are required.

For further Particulars, apply at the Com-

pany's Office.

C. TOUENAIRE
Acting Agent.

Hongkong, 22d August, 1895. 11611

VESSELS ON THE BERTH

THE Steamship.

"MASCOTTE"

Captain James Ross, will be despatched as above

TO-MORROW, the 24th inst., at DAYLIGHT.

For Freight, apply to

BRADLEY & CO.

Hongkong, 23rd August, 1895. 11749

FOR SWATOW, AMOY, CHIPOO
AND TIE TSU.

THE Steamship.

"NANCHANG"

Captain Finlayson will be despatched to
TO-DAY, the 23d inst., at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 21st August, 1895. 11728

FOR SHANGHAI

THE Steamship.

"LYEEMOON"

Captain Finlayson will be despatched as above

TO-MORROW, the 24th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 20th August, 1895. 11712

FOR OCEAN STEAMSHIP COMPANY

FOR LONDON VIA SUEZ CANAL

THE Company's Steamship.

"PYRHUS"

Captain Batt, will be despatched as above TO-

DAY, the 23d inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 19th August, 1895. 11740

FOR OCEAN STEAMSHIP COMPANY

FOR NEW YORK VIA SUEZ CANAL

THE Company's Steamship.

"AFREDI"

Captain Golding, will be despatched as above on or about M. INAY, the 25th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 18th August, 1895. 11741

FOR OCEAN STEAMSHIP COMPANY

FOR HONGKONG, KOBE, AND YOKOHAMA

THE Company's Steamship.

"NESTOR"

Captain Asquith, will be despatched as above on or about M. INAY, the 25th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 18th August, 1895. 11745

FOR CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY, AND MELBOURNE.

THE Steamship.

"WHAMPOA"

Captain Hards, will be despatched on TUES-

DAY, the 27th inst., at NOON.

For Freight, Passage, apply to

BUTTERFIELD & SWIRE
Agents.

Hongkong, 20th August, 1895. 11635

FOR OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,MEXICO, CENTRAL AND SOUTH
AMERICA AND EUROPE, VIA THE
OVERLAND RAILWAYS, AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

VIA INLAND SEA OF JAPAN AND
HONOLULU.